

## CLAIMS

1. Gearbox for a drive train of a motor vehicle with a front engine (2, 41) and rear-wheel or all-wheel drive, in which a gear input shaft (26, 45, 66, 68) is technically driven by the front engine and a gearbox output shaft (38, 52) from a drive technical point of view is connected with the front engine and a gear output shaft (38, 52) is connected via a longitudinal drive shaft (61) to a rear axle gearbox, and in which gear wheels combining gear shafts are arranged, of which for each gear transmission ratio a gear wheel is seated on one of the gear shafts in a torsionally stationary manner, while the other gear wheel, respectively, is pivotably seated on another gear shaft and by means of a coupling mechanism (25, 35, 51, 63) can be connected to a gear shaft that is assigned to said idler wheels, characterized by the fact that the gear input shafts (26, 45, 66, 68) and output shaft (38, 52) have such an axial offset (a, b) that both shafts are not aligned coaxially to one another.

2. Gearbox according to claim 1, characterized by having the gear input shaft (26, 45, 66, 68) and the gear output shaft (38, 52) arranged axially parallel to one another.

3. Gearbox according to claim 1 or claim 2, characterized by having idler wheels and the coupling mechanism (25, 35, 51, 63) arranged on the gear input shaft (26, 45, 66, 68) and/or on the gear output shaft (38, 52).

4. Gearbox according to claim 3, characterized by having the coupling mechanisms (25, 35, 51, 63) designed as claw coupling, sliding sleeves or synchronizing devices that are axially displaceable on the gear shaft.

5. Gearbox according to at least one of the previously mentioned claims, characterized by having a countershaft (46) coaxially attached to the gear output shaft (52) with at least one gear wheel (48), wherein said shaft can be connected by means of a coupling mechanism (51) to the gear outgoing output shaft (52).

6. Gearbox according to at least one of the previous claims, characterized by having the offset (a) as well as the arrangement of the gear shafts in the gearbox housing designed in such a way that a longitudinal drive shaft (61) that

can be attached to the gear output shaft (38) is arranged beneath the gear input shaft (26, 66, 68) as it relates to the installation position of the transmission in the body of a motor vehicle.

7. Gearbox according to at least one of the claims 1 through 5, characterized in that the offset (b) as well as the arrangement of the gear shafts in the gearbox housing are arranged in such a way that a longitudinal drive shaft (61) that can be attached to the gear output shaft (52) is arranged above the gear input shaft (45, 66, 68) as it relates to the installation position of the transmission in the body of a motor vehicle.

8. Gearbox according to at least one of the previous claims, characterized by having the gearbox designed as a double clutch transmission, in which two gear input shafts (66, 68) are preferably arranged coaxially to one another in the gearbox housing.

9. Gearbox according to at least one of the claims from 1 through 8, characterized by being equipped with an automatically shifting transmission.

10. Gearbox according to at least one of the previous claims, characterized by having coupling mechanisms (25, 35, 51, 63) that are operated automatically or manually with adjusting devices (67).